B2 cont.

19. (New) The apparatus according to claim 18, wherein the piezoelectric element includes an actuator in a fuel injection system.

20. (New) The apparatus according to claim 18, wherein the control unit is configured to determine the activation voltage and the activation charge value as a function of at least one of a normal voltage, a normal charge and a correction factor.

21. (New) The apparatus according to claim 20, wherein the correction factor is a function of a normal travel distance of the piezoelectric element and an actual travel distance of the piezoelectric element.

22. (New) The apparatus according to claim 21, wherein the control unit is configured to determine the correction factor in accordance with a division of the normal travel distance by the actual travel distance.

23. (New) The apparatus according to claim 20, wherein the control unit is configured to determine the correction factor as a function of temperature.

24. (New) The apparatus according to claim 22, further comprising an arrangement configured to measure the normal travel distance and the actual travel distance at substantially a same temperature.

25. (New) A method for charging a piezoelectric element, comprising the step of defining, prior to charging, a value for an activation voltage and a value for an activation charge of the piezoelectric element as a function of a batch variation in a travel of the piezoelectric element.

26. (New) The method according to claim 25, wherein the piezoelectric element includes an actuator in a fuel injection system.

27. (New) The method according to claim 25, wherein the activation voltage and the activation charge are a function of a normal voltage, a normal charge and a correction factor.

B2 cancelled.

28. (New) The method according to claim 27, wherein the correction factor is a function of a normal travel distance of the piezoelectric element and an actual travel distance of the piezoelectric element.

29. (New) The method according to claim 28, further comprising the step of determining the correction factor by a control unit by dividing the normal travel distance by the actual travel distance.

30. (New) The method according to claim 27, further comprising the step of determining the correction factor by a control unit as a function of temperature.

31. (New) The method according to claim 30, further comprising the step of measuring a normal travel distance of the piezoelectric element and an actual travel distance of the piezoelectric element at substantially a same temperature.

32. (New) The method according to claim 27, further comprising the step of measuring the correction factor as a part of a manufacturing process.

33. (New) The method according to claim 27, further comprising the step of storing the correction factor for each cylinder within an EEPROM of a control unit.

34. (New) The method according to claim 33, further comprising the step of reading the correction factor from the EEPROM for test purposes.--.

## REMARKS

### I. Introduction

With the addition of new claims 18 to 34, claims 1 to 34 are pending in the present application. In view of the foregoing amendments and the following remarks, it is respectfully submitted that all of the presently pending claims are allowable, and reconsideration is respectfully requested.

Applicants note with appreciation the acknowledgment of the claim for foreign priority and the indication that all certified copies of the priority documents have been received.